

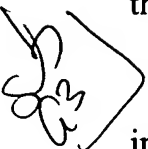
WHAT IS CLAIMED IS:

1. An apparatus for locking and unlocking the brake actuator of a dual chamber brake system that operates with compressed air, wherein the dual chamber includes a brake actuator in a first chamber and a high spring-rate spring in a second chamber, the brake actuator being movable in the axial direction to apply and release the brakes of the brake system; in the absence of compressed air the high spring-rate spring expanding to bias and keep the brake actuator in an axially forward position locking the brakes of the brake system, and wherein when there is compressed air in the second chamber the high spring-rate spring is compressed and allows retraction of the brake actuator from its forward position to unlock the brakes, the apparatus comprising:

electro mechanical means responsive to a first anti-terrorist coded signal for venting pressurized air from the second chamber and for preventing entry of pressurized air into the second chamber whereby expansion of the high spring-rate spring causes the brake actuator to move into the axially forward position locking the brakes of the brake system, the electro mechanical means also being responsive to a second coded signal for allowing pressurized air to enter into the second chamber and for disallowing the venting of pressurized air from the second chamber thereby unlocking the brake actuator and unlocking the brakes.

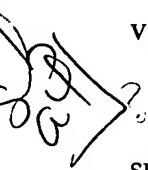
2. An apparatus in accordance with Claim 1 wherein an inlet port is included in the second chamber, said inlet port allowing attachment of a hose through which pressurized air is normally supplied to the second chamber, and

1 wherein the electro mechanical means include a solenoid valve mounted in the  
2 second chamber to shut-off the supply of pressurized air through the inlet port  
3 in response to the first coded signal, and allow the supply of pressurized air  
4 through the inlet port in response to the second coded signal.

5  3. An apparatus in accordance with Claim 2 wherein a conduit is  
6 included in the second chamber for venting pressurized air, said conduit being  
7 controlled by the solenoid valve, and wherein the solenoid valve allows the  
8 venting of pressurized air through the conduit in response to the first coded  
9 signal, and disallows the venting in response to the second coded signal.

10 4. An apparatus in accordance with Claim 1 wherein the electro  
11 mechanical means include a solenoid valve and a receiver decoder, said  
12 receiver decoder being adapted for receiving the first and second coded signals  
13 and for controlling the solenoid valve in response to said signals.

14 5. An apparatus in accordance with Claim 4 wherein the solenoid valve  
15 is controlled by the flow of electric current and wherein pressurized air is  
16 vented from the second chamber and entry of pressurized air into the second  
17 chamber is prevented in the absence of flow of current through the solenoid  
18 valve.

19  6. An apparatus in accordance with Claim 5 wherein the current is  
20 supplied from a power source, a switch is interposed between the power  
21 Source and the solenoid valve, and wherein the receiver decoder controls the  
22 switch in response to the first and second signals, respectively.

23 7. A dual chamber brake system that operates with compressed air to be  
24 used in trailers and vehicles, the brake system including a brake actuator in a

1 first chamber and a high spring-rate spring in a second chamber, the brake  
2 actuator being movable in the axial direction to apply and release the brakes of  
3 the brake system; in the absence of compressed air the high spring-rate spring  
4 expanding to bias and keep the brake actuator in an axially forward position  
5 locking the brakes of the brake system, the high spring-rate spring being  
6 compressed and allowing retraction of the brake actuator from its forward  
7 position so as to unlock the brakes when there is compressed air in the second  
8 chamber, the brake system further comprising:

9 electro mechanical means responsive to a first anti-terrorist coded  
10 signal for venting pressurized air from the second chamber and for preventing  
11 entry of pressurized air, into the second chamber whereby expansion of the  
12 high spring-rate spring causes the brake actuator to move into the axially  
13 forward position locking the brakes of the brake system, the electro  
14 mechanical means also being responsive to a second coded signal for allowing  
15 pressurized air to enter into the second chamber and for disallowing the  
16 venting of pressurized air from the second chamber thereby unlocking the  
17 brake actuator and unlocking the brakes.

18 8. A dual chamber brake system in accordance with Claim 7 wherein an  
19 inlet port is included in the second chamber, said inlet port allowing  
20 attachment of a hose through which pressurized air is normally supplied to the  
21 second chamber, and wherein the electro mechanical means include a solenoid  
22 valve mounted in the second chamber to shut-off the supply of pressurized air  
23 through the inlet port in response to the first coded signal, and allow the  
24 supply of pressurized air through the inlet port in response to the second coded

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signal.

9. A dual chamber brake system in accordance with Claim 8 wherein a conduit is included in the second chamber for venting pressurized air, said conduit being controlled by the solenoid valve, and wherein the solenoid valve allows the venting of pressurized air through the conduit in response to the first coded signal, and disallows the venting in response to the second coded signal.

10. A dual chamber brake system in accordance with Claim 7 wherein the electro mechanical means include a solenoid valve and a receiver decoder, said receiver decoder being adapted for receiving the first and second coded signals and for controlling the solenoid valve in response to said signals.

11. A dual chamber brake system in accordance with Claim 10 wherein the solenoid valve is controlled by the flow of electric current and wherein pressurized air is vented from the second chamber and entry of pressurized air into the second chamber is prevented in the absence of flow of current through the solenoid valve.

12. A dual chamber brake system in accordance with Claim 11 wherein the current is supplied from a power source, a switch is interposed between the power source and the solenoid valve, and wherein the receiver decoder controls the switch in response to the first and second signals, respectively.

13. An apparatus for locking and unlocking the brake actuator of a dual chamber brake system that operates with compressed air, wherein the dual chamber includes a brake actuator in a first chamber and a high spring-rate spring in a second chamber, the brake actuator being movable in the axial

1 direction to apply and release the brakes of the brake system; in the absence of  
2 compressed air the high spring-rate spring expanding to bias and keep the  
3 brake actuator in an axially forward position locking the brakes of the brake  
4 system, and wherein when there is compressed air in the second chamber the  
5 high spring-rate spring is compressed and allows retraction of the brake  
6 actuator from its forward position to unlock the brakes, the apparatus  
7 comprising:

8 electro mechanical means responsive to a first anti-terrorist coded  
9 signal or to a third anti-theft coded signal different from the first signal, for  
10 venting pressurized air from the second chamber and for preventing entry of  
11 pressurized air into the second chamber whereby expansion of the high spring  
12 rate spring causes the brake actuator to move into the axially forward position  
13 locking the brakes of the brake system, the electro mechanical means also  
14 being responsive to a second coded signal or to a fourth coded signal for  
15 allowing pressurized air, to enter into the second chamber and for disallowing  
16 the venting of pressurized air from the second chamber thereby unlocking the  
17 brake actuator and unlocking the brakes.

18 **14.** An apparatus in accordance with Claim 13 wherein an inlet port is  
19 included in the second chamber, said inlet port allowing attachment of a hose  
20 through which pressurized air is normally supplied to the second chamber, and  
21 wherein the electro mechanical means include a solenoid valve mounted in the  
22 second chamber to shut-off the supply of pressurized air through the inlet port  
23 in response to the first or to the third coded signal, and allow the supply of  
24 pressurized air through the inlet port in response to the second coded or to the

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1 ~~fourth coded signal.~~

2 15. An apparatus in accordance with Claim 14 wherein a conduit is  
3 included in the second chamber for venting pressurized air, said conduit being  
4 controlled by the solenoid valve, and wherein the solenoid valve allows the  
5 venting of pressurized air through the conduit in response to the first coded  
6 signal or in response to the third coded signal, and disallows the venting in  
7 response to the second coded signal or in response to the fourth coded signal.

8 16. An apparatus in accordance with Claim 13 wherein the electro  
9 mechanical means include a solenoid valve and a receiver decoder, said  
10 receiver decoder being adapted for receiving the first, second, third and fourth  
11 coded signals and for controlling the solenoid valve in response to said  
12 signals.

13 17. An apparatus in accordance with Claim 16 wherein the solenoid  
14 valve is controlled by the flow of electric current and wherein pressurized air  
15 is vented from the second chamber and entry of pressurized air into the second  
16 chamber is prevented in the absence of flow of current through the solenoid  
17 valve.

18 18. An apparatus in accordance with Claim 17 wherein the current is  
19 supplied from a power source, and wherein the apparatus further comprises  
20 switch and circuit means interposed between the power source and the  
21 solenoid valve and wherein the receiver decoder controls the switch and  
22 circuit means in response to the first, second, third and fourth signals,  
23 respectively, the switch and circuit means being adapted for

1 (1) interrupting the flow of current in response to the first signal  
2 received by the receiver decoder;

3 (2) interrupting the flow of current in response to the third signal  
4 received by the receiver decoder;

5 (3) allowing the flow of current in response to the second signal,  
6 received by the receiver decoder, and

7 (4) allowing the flow of current in response to the fourth signal  
8 received by the receiver decoder.

9 19. An apparatus in accordance with Claim 18 wherein the switch and  
10 circuit means include three separate switches, one of said switches being a  
11 proximity switch controlled by the position of the brake actuator and staying  
12 in a closed position when pressurized air is present in the second chamber, the  
13 other two switches being controlled by the receiver decoder.

14 20. An apparatus in accordance with Claim 19 wherein the switch and  
15 circuit means include

16 (1) a conducting line between the solenoid valve and the power source,  
17 said conducting line including one of said switches controlled by the receiver  
18 decoder in response to the first and second coded signals, the proximity switch  
19 being in line with said switch controlled by the receiver decoder in response to  
20 the first and second coded signals,

21 (2) the switch and circuit means further including a second conducting  
22 line in parallel with the proximity switch and in line with the switch controlled  
23 by the receiver decoder in response to the first and second coded signals, said  
24 second conducting line including the second of the three switches, said second

1 switch being controlled by the receiver decoder in response to the third and  
2 fourth coded signals.

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4 **21.** A dual chamber brake system for locking and unlocking the brake  
5 actuator of a dual chamber brake system that operates with compressed air to  
6 be used in trailers and vehicles, the brake system including a brake actuator in  
7 a first chamber and a high spring-rate spring in a second chamber, the brake  
8 actuator being movable in the axial direction to apply and release the brakes of  
9 the brake system; in the absence of compressed air the high spring-rate spring  
10 expanding to bias and keep the brake actuator in an axially forward position  
11 locking the brakes of the brake system, and wherein when there is compressed  
12 air in the second chamber the high spring-rate spring is compressed and allows  
13 retraction of the brake actuator from its forward position to unlock the brakes,  
14 the dual chamber brake system further comprising:

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18 electro mechanical means responsive to a first anti-terrorist coded  
19 signal or to a third anti-theft coded signal different from the first signal, for  
20 venting pressurized air from the second chamber and for preventing entry of  
21 pressurized air into the second chamber whereby expansion of the high  
22 spring-rate spring causes the brake actuator to move into the axially forward  
23 position locking the brakes of the brake system, the electro mechanical means  
24 also being responsive to a second coded signal or to a fourth coded signal for  
allowing pressurized air to enter into the second chamber and for disallowing  
the venting of pressurized air from the second chamber thereby unlocking the  
brake actuator and unlocking the brakes.

**22.** A dual chamber brake system in accordance with Claim 21 wherein



1 an inlet port is included in the second chamber, said inlet port allowing  
2 attachment of a hose through which pressurized air is normally supplied to the  
3 second chamber, and wherein the electro mechanical means include a solenoid  
4 valve mounted in the second chamber to shut-off the supply of pressurized air  
5 through the inlet port in response to the first or to the third coded signal, and  
6 allow the supply of pressurized air through the inlet port in response to the  
7 second coded or to the fourth coded signal.

8 23. A dual chamber brake system in accordance with Claim 22 wherein  
9 a conduit is included in the second chamber for venting pressurized air, said  
10 conduit being controlled by the solenoid valve, and wherein the solenoid valve  
11 allows the venting of pressurized air through the conduit in response to the  
12 first coded signal or in response to the third coded signal, and disallows the  
13 venting in response to the second coded signal or in response to the fourth  
14 coded signal.

15 24. A dual chamber brake system in accordance with Claim 21 wherein  
16 the electro mechanical means include a solenoid valve and a receiver decoder,  
17 said receiver decoder being adapted for receiving the first, second, third and  
18 fourth coded signals and for controlling the solenoid valve in response to said  
19 signals.

20 25. A dual chamber brake system in accordance with Claim 24 wherein  
21 the solenoid valve is controlled by the flow of electric current and wherein  
22 pressurized air is vented from the second chamber and entry of pressurized air  
23 into the second chamber is prevented in the absence of flow of current through  
24 the solenoid valve.

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26. A dual chamber brake system in accordance with Claim 25 wherein  
the current is supplied from a power source, and wherein the apparatus further  
comprises switch and circuit means interposed between the power source and  
the solenoid valve and wherein the receiver decoder controls the switch and  
circuit means in response to the first, second, third and fourth signals,  
respectively, the switch and circuit means being adapted for:

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(1) interrupting the flow of current in response to the first signal  
received by the receiver decoder;

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(2) interrupting the flow of current in response to the third signal  
received by the receiver decoder;

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(3) allowing the flow of current in response to the second signal  
received by the receiver decoder, and

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(4) allowing the flow of current in response to the fourth signal  
received by the receiver decoder.

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27. A dual chamber brake system in accordance with Claim 26 wherein  
the switch and circuit means include three separate switches, one of said  
switches being a proximity switch controlled by the position of the brake  
actuator and staying in a closed position when pressurized air is present in the  
second chamber, the other two switches being controlled by the receiver  
decoder.

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28. A dual chamber brake system in accordance with Claim 27 wherein  
the switch and circuit means include

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(1) a conducting line between the solenoid valve and the power source,  
said conducting line including one of said switches controlled by the receiver

1 decoder in response to the first and second coded signals, the proximity switch  
2 being in line with said switch controlled by the receiver decoder in response to  
3 the first and second coded signals,

4 (2) the switch and circuit means further including a second conducting  
5 line in parallel with the proximity switch and in line with the switch controlled  
6 by the receiver decoder in response to the first and second coded signals, said  
7 second conducting line including the second of the three switches, said second  
8 switch being controlled by the receiver decoder in response to the third and  
9 fourth coded signals.

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